What the community liked...

**My Home**
- Apartments
- Smaller homes
- Large family homes
- Granny flats
- Shop-top houses
- Houses in groups
- Shared homes
- Increased building heights to retain trees (2 – 3 storeys)
- Near to schools

**My Home**
- 50 – 100% shade cover on streets
- Green streets linking parks and centres
- Safe play areas
- Slow speeds
- Focus on pedestrians, rather than vehicles
- Gardens and parking in street reserves
- Transit boulevards for light rail and buses
- Street Trees
- Footpaths
- People friendly

**My Neighbourhood**
- Outdoor markets
- Town squares
- Play spaces / Ball Courts
- Parking close to shops
- Some support for new centres
- Life on the street
- Streets for people
- Children’s play areas
- Community events and gardens
- Picnic areas
- 2 to 3 storey buildings
- Support for 4 to 6 storeys close to major roads & public transport
- Places to meet
- Community libraries
- Crèches
- Training spaces
- Skate parks
PRELIMINARY STRATEGY CONCEPT
FOR CORRIDORS AND CENTRES

This plan is intended for discussion purposes only.
DEVELOPMENT TYPES - CORRIDORS AND CENTRES

STREETSCAPE CHARACTER

DETACHED STREETSCAPE - Designed to create frequent building breaks along the street and emphasise landscaping between the buildings. This streetscape type is designed to be more harmonious with typical neighbourhood street character.

ATTACHED STREETSCAPE - Designed to create contiguous building frontages along the street and emphasise landscaping at the rear of buildings. This streetscape type is recommended to only specific corridors and areas around centres to achieve distinct urban precincts.
D2 – 5 STOREYS

D1 3 STOREYS

CORRIDOR

LOCAL STREET
Amalgamated lots
Access only from local street

D2 – 5 STOREYS

D1  3 STOREYS

CORRIDOR

LOCAL STREET
THE R40 AREAS
POTENTIAL REDEVELOPMENT SOLUTIONS

Typical Existing Responces

- 40% is dwelling footprint
- 40% is dedicated to cars
- 120sqm average dwelling size
- Balance of parking on-street
- More than 70% open space
- 3 dwellings per site
- Setbacks to rear & street

- 3 dwellings per site
- 1 car on-site per dwelling
- More than 70% open space
- 3 dwellings per site
- Smaller dwellings

- 80sqm average dwelling size
- 1 car on-site per dwelling
- More than 70% open space
- 3 dwellings per site
- Smaller dwellings
STREET TYPES
INDICATIVE STREET PROPOSALS FOR SUBURBS & CORRIDORS

LOCAL STREETS
Streets with less than 1000 vehicles per day

LOCAL STREET - R20 Density

AIM
• To improve suburban character.
• Slow traffic speeds, especially on wide carriageway streets.
• Achieve improved pedestrian safety and priority.
• Provide green streets linking parks and centres.
• Increase pedestrian shading and comfort through tree cover – aim for 50% shade cover.

METHOD
• Add pedestrian paths.
• Increase street tree planting in verge.
• Permit informal parking on-street at edges.
• Introduce traffic slow points in specific locations for the wider 7.2m streets.
• These slow points are proposed in the form of street tree planters which will enhance the street character.
• This is called a yield design, as the two lanes of traffic need to yield to one another. The passing point is at a 3.5m lane width to accommodate a wide range of larger vehicles.

LOCAL STREET - R40 Density

AIM
• Improve suburban character.
• Slow traffic speeds, especially on wide carriageway streets.
• Achieve pedestrian safety and priority.
• Increase pedestrian shading through tree cover – aim for 50% shade cover.
• Address parking stress on streets in redeveloped areas.

METHOD
• Add pedestrian paths.
• Increase street tree planting.
• Introduce short length traffic yield areas in specific street locations to wise traffic.
• Yield design maintains a 3.0-3.5m through lane width to accommodate a wide range of vehicles.
• Street parking is partly indented into verge for 6.0m wide streets or located within the street for 7.2m wider carriageways.
• On-street parking provides greater opportunities for alternative development types on R40 lots.

CORRIDORS/ARTERIAL ROUTES
Streets greater than 3000 vehicles per day

Typical Amelia St/Ravenswood Rd/Princess Rd/Balgow Ave

Typical Flinders St

Typical Morley Dve/Alexander Dve 33.5m

Typical Morley Dve/Wanneroo Rd 40m

Typical Turning Amelia St/Ravenswood Rd/Princess Rd/Balgow Ave

Typical Turning Flinders St at Morley Dve

Typical Morley Dve /Alexander Dve Station 33.5m

Typical Morley Dve /Wanneroo Rd Station 40m

AIM
• Improve suburban character
• Make streets friendlier for people
• Improve transport options and space efficiencies
• Achieve pedestrian safety
• Increase pedestrian shading through tree cover or building canopies

METHOD
• Add wide pedestrian paths and a variety of bicycle options
• Increase street tree planting for shading benefits and improve road character
• Design streets as Transit Boulevards to accommodate future changes for rapid bus and light rail public transport